

than a few years longer. In that event it was considered the owners might not be averse to an exchange for a guaranteed return of 5 per cent. with a possible 6 1/2.

It was regarded as certain, however, that the valuation upon which that return would be based would be fixed by the commission at a figure much less than the present valuation, which, it has been charged frequently, is highly "watered."

In the possibility of the elevated owners losing their present guaranteed 7 per cent. the peril of bankruptcy which has shadowed the Interborough in recent years was considered a potent factor. Only through a receivership could the lease be terminated, except by agreement.

As bearing on that situation it is worthy of note that Judge Julius M. Mayer, in the United States District Court, postponed yesterday for the fourth time the pending applications for the appointment of a receiver for the Interborough Rapid Transit Company.

There was current yesterday the opinion that the commission might not be averse to using its influence and power in the direction of a receivership should such a move become necessary to the advancement of its plans.

As to Independent Operation.

An offsetting an argument that, in event of an abrogation of the elevated lease, the elevated owners could operate at a 10 cent fare, was pointed out that the elevated company does not own the elevated express tracks nor the elevated extensions, nor much of the improved electrical equipment. All those have been added to the properties since the Interborough took them over by lease. It was regarded that successful operation of the system without the use of those extensions and improvements would be almost an impossibility.

In event of a recalcitrant attitude by the Third Avenue, for example, or other companies, it was thought that a receivership application to the commission would be almost an impossibility.

Regulatory powers over an extended period might suffice to bring about a change in such a company's viewpoint. No member of the commission would say that such a course would be pursued, but what other recourse the commission might have as a persuasive measure for backward companies. It was conceded, however, that the commission feels fairly comfortable in the face of such an eventuality.

Examination of the law shows that the commission does not have to wait until the end of October, but can specify a number of them have agreed to the reorganization plan before the plan can be made effective. On the other hand, the commission is authorized to put the transit companies in liquidation, in its judgment, a sufficient number of companies or extent of the facilities have been brought into the commission's hands, and the plan can be made effective. On the other hand, the commission is authorized to put the transit companies in liquidation, in its judgment, a sufficient number of companies or extent of the facilities have been brought into the commission's hands, and the plan can be made effective.

The plan just announced by the commission is admittedly not the final plan. The final or "statutory" plan—that is, complying with the statute under which the commission was created—cannot be completed until the end of the year. The final plan is the one that will be submitted to the city and the city also must be held up until such valuation is done.

Valuation Found Way.

The work of valuation is moving along as rapidly as possible, it was learned, and will go ahead incidentally with the public hearings which the commission expects to begin soon. The date for the first hearing is expected to be announced within a short time and probably will be fixed for some time about the middle of October. The hearings and the valuation, it was surmised, would be completed by the end of the year.

The proposed hearings are for the double purpose of informing the transit companies more closely with regard to their attitude toward the commission's plan and for informing the public more closely with regard to the commission's plan. It was pointed out that the commission, though it has conferred with representatives of the transit companies, is not yet aware of what position those companies would take. Further proof of this is the fact that the commission has been willing to discuss the plan until they had had opportunity to give it close study.

In addition to the public hearings, the commission proposes to issue from time to time further statements, dealing with various phases of its plan. The first of those is expected soon, and will deal with the commission's plans for extension of the subway.

It is known that the commission regards the extension of the present subway and the providing of more rapid transit lines as the crux of the transit situation. In that connection, it was pointed out that in the last year traffic has increased 25 per cent., while transit facilities have increased only 5 per cent. The increase in traffic was regarded by transit commission officials as astounding, in comparison with the average growth in previous years. It is understood that there is no prospect of a slackening of the pace of increase for some years to come.

Therefore, the commission is anxious that a subway construction programme be launched as soon as possible, and has pushed with utmost dispatch. The commission's report states that nothing less than \$50,000,000 of new construction a year for five years is regarded as adequate.

New construction, it is expected, would require temporary financing for a year or two, but would take care of itself through earnings as soon as the lines got into operation. The commission is understood not to anticipate any difficulty in such financing after its reorganization plan has gone into effect, since such a plan has for one of its objects the release of the \$20,000,000 of credit the city now has tied up in new subway construction.

The Transit Commission sent copies of its report to the members of the Board of Estimate and to the official receivership heads of the various transit companies, but last night had heard no comment from any of them.

HUNGER DRIVING YOUTH OF EUROPE TO CRIME

Jane Addams Notes Marked Slump in Morals.

Jane Addams of Hull House, Chicago, who has been attending meetings in Vienna of the International League for Peace and Freedom, returned yesterday by the Holland-America liner Rotterdam, declaring the juvenile crime wave in some parts of Europe was due entirely to the hunger of children. She found a great many moral children in Europe due to the let up in restraints during and following the war.

Supreme Court Justice Robert F. Wagner returned by the Rotterdam from a European tour confident of the reelection of Mayor Hylan and for Al Smith as the "only available Democratic candidate for Governor." He said he found Germany living from center to circumference, working, early and late, Americans in Berlin live for \$2 a day on a scale that would cost about \$25 in Manhattan Borough.

GOVERNMENT HOPEFUL FOR FIVE-CENT FARE

Increase May Not Be Necessary Because of Economies, Says Miller.

MARGIN A CLOSE ONE

Consolidation Will Cut Overhead Expenses and Taxes Be Saved.

TO SQUEEZE OUT WATER

Water Power Problem Next to Engage Attention—Plans to Build Plant.

Gov. Nathan L. Miller, discussing the report of the Transit Commission on the reorganization of New York's transportation systems, said yesterday he did not believe it would be necessary to increase fares beyond five cents after the first year of operation under municipal control. Furthermore, he expressed the view that with the water squeezed out of the securities it would be possible gradually to reduce the transfers and reduce the burdens of heavy interest charges.

The remark was made that the Governor had not taken any credit for the report of the commission, which led him to observe: "Credit to whom credit is due."

"Although some of the local politicians are disputing it, the report would indicate that the city would have home rule in its transit affairs," one of the interviewers remarked.

"The trouble is they do not know what home rule is," said the Governor. "There are two kinds, the genuine and the spurious article."

Reference was made to the charge of the Hearst newspapers that there was a joker in the report, that while the fare would be held to five cents for a year, it would go up after that period.

Five Cents May Be Enough.

"You don't think as the situation is now," the Governor was asked, "there is any likelihood of fares going beyond what they are now?"

"I think we will see considerable change within a year," he replied. "There isn't a very wide margin now between what would be earned under a properly coordinated system, with the elimination of things that could all be eliminated, on the five-cent fare basis, and what is required to run the system under its present management."

"Of course, but there will be a lot of taxes eliminated also," recalled the Governor.

Speaking of the burden carried by the Interborough Rapid Transit Company in paying 7 per cent. on a capitalization of \$60,000,000 for the Manhattan Elevated system, the Governor remarked that one of the features of the plan was the squeezing out of all water.

Water Power Problem Next.

"They will be given back as rapidly as possible," said the Governor. "You know, people who have been on a sick bed for a long time cannot expect to get up and walk about right away by simply waving a magic wand over them."

The Governor expressed the opinion that it would make no difference in the negotiations whether the companies went into the hands of receivers or not. Turning to the State Water Power Commission, he said he did not expect the commission to do much this year except study the problem, but one thing would be done right away. That was to harness up the 35,000 to 40,000 horse power that is now going to waste along the barge canal. Some 13,000 of this is at Crockett Dam, in the center of the industrial community. As the use of this power was closely allied to the management of the canal itself, Gov. Miller seemed to think there was a great likelihood that the State would develop this power itself rather than lease it to private corporations, as is intended in other cases.

The Governor is deeply interested in the increased use of the barge canal. He had seen, he said, plans of a boat that could be used in the present twelve foot channel and would carry 4,000 tons of freight, as much as many ocean steamships.

After the Governor had said he had followed the disclosures of the Meyer legislative committee and had noted the testimony in regard to the actions of certain high police officials his attention was called to his power of removal over the Police Commissioner.

"Is there anything at all in the disclosures so far as you have seen that would indicate the necessity for drastic action?" the Governor was asked.

CARRY-ON CLUB OUSTS 7 DISABLED SOLDIERS

'Disturbers' Start Action for Reinstatement.

Seven disabled soldiers, members of the executive committee of the Carry-On Club, 271 Madison avenue, assert they have been ousted from the organization because they recently demanded changes displeasing to others in authority. A motion in behalf of one of them, John W. Delaney, to retain his rights in the club by enjoining the executive committee from ousting him, was due for argument yesterday before Supreme Court Justice McAvoy, but was postponed until October 7, William H. Veal, acting president of the executive committee, is defendant.

Mrs. Wendell Phillips of 12 East Fifty-fourth street, president of the Carry-On, asserted that the seven were disbanded, it was learned. Mrs. Phillips refused to discuss the matter other than to say the men ejected were considered "disturbing elements."

PASSPORT FEE REDUCED.

PORTLAND, Me., Sept. 30.—The \$10 fee for issuing passports for aliens, said to have been divided into a large part for the passenger traffic from this port to St. John, N. B., and Halifax, N. S., has been reduced to \$1.

The Chamber of Commerce was advised by Senator Hale today that an Executive order providing for the change was signed by President Harding yesterday.

CITY'S 'GAS' USED BY POLICE TO RIDE IN STOLEN MOTORCYCLES

Continued from First Page.

to the department as having been stolen, is that correct?"

"Well, it would be a car that had been recovered by the department." "But in the first instance, reported to the department as having been stolen and recovered by the department?" "I wouldn't say that it was reported to the department; it had been recovered by some detectives who claimed it to be a stolen car. It may not have been reported to the department."

Gasoline Used in Stolen Cars.

"It was for gasoline to be used in that stolen car thus described that this receipt was issued?"

"That is right."

"And that is true of this whole batch of receipts that have been given in evidence?"

"And have you done that for the years 1919 and 1920?"

"For the periods for which the receipts were issued, yes."

"As I understood it, you haven't the receipts covering the whole of either of those years?"

"Only a few months."

"There are a large number of other receipts that were not for stolen cars, but could not be charged against any car, the information is so meagre on the receipts," Mr. Wallstein said. "These are the receipts for the gasoline used in a segregation of those gasoline and oil receipts which, upon their face, state that they are for gasoline and oil issued to cars stated in the receipts to have been stolen."

"That is true," the witness said.

Mr. McDermott read from his record for 1919 as follows:

"There is one Buick car receiving gasoline and oil during those five months, with a total of 1,829 gallons of gasoline and 216 quarts of oil."

"There is a Dodge car receiving gasoline and oil in May and June and a small amount in July. That car received 158 gallons of gas and fourteen quarts of oil."

"There is a Packard automobile receiving gasoline in May and again in September, a total of fifty-eight gallons of gas and nine quarts of oil."

"A Humble receiving gasoline and oil in May and June and a small amount in July. The total amount drawn being 148 gallons of gas and forty-one quarts of oil."

"An Oldsmobile receiving gasoline and oil during August and September, amounting to 111 gallons of gas and seventeen quarts of oil."

"A Cadillac car receiving gasoline in May and again in July, August and September, amounting to 381 gallons of gas and thirty-six quarts of oil."

"A Ford car receiving gasoline and oil during the five months, a total of 272 gallons of gas and forty-nine quarts of oil."

"A Hudson car receiving gas during the five months amounting to 753 gallons of gas and ninety-eight quarts of oil."

"Another stolen car, the receipts for which are signed by the same group of men, receiving gasoline and oil during the five months, but the make of the car is not given, receiving 322 gallons of gas and thirty-four quarts of oil."

"A Jordan car and two others, a Chandler and a Studebaker, that received thirty gallons of gas and two quarts of oil. The total distribution of gas and oil to the stolen cars during the five months was 4,060 gallons of gas and 516 quarts of oil. The cost of the gas was \$1,218 and of the oil \$52."

Practice Continues in 1920.

For the months of October and November, 1920, Mr. McDermott gave this report on gas issued by police stations to cars marked stolen:

"Bulck car, receiving 449 gallons of gas and 39 quarts of oil in two months; Ford car, receiving 196 gallons of gasoline and 27 quarts of oil; a Studebaker, receiving 47 gallons of gas and 4 quarts of oil; a Chandler, receiving 75 gallons of gas and 9 quarts of oil; a Liberty, one month, 27 gallons of gas and 4 quarts of oil; a Hudson for the month of November, 50 gallons of gas and 8 quarts of oil; a Cadillac, 213 gallons of gas, 25 quarts of oil; a Dodge, 65 gallons of gas, 6 quarts of oil; a Hudson, 40 gallons of gas, 5 quarts of oil; Maxwell, 25 gallons of gas, 4 quarts of oil; an Oldsmobile, 10 gallons of gas and 2 quarts of oil. Then there is a car marked 'stolen car' under the same signature which for one month received 31 gallons of gas and 3 quarts of oil, and miscellaneous cars during those months receiving small quantities amounting to 40 gallons of gas and 2 quarts of oil. A total for the two months, October and November, 1920, of 1,288 gallons of gas and 142 quarts of oil. The value of that would be \$388.40 for the gas and \$22.72 for the oil."

"Did you make a particular analysis of any of those alleged stolen cars with reference to the withdrawal of gasoline or oil just before weekends and holidays, and what did you find as to that?"

"On a Buick car which was marked 'stolen' we found that on May 29, 1919, there were two lots of gasoline drawn for that car, one lot of seven gallons and another lot of twelve gallons—nineteen gallons in all."

"That is the day before Decoration Day, is that correct. On the 30th, Decoration Day, there were six more gallons drawn for that particular car; on the 31st, Saturday, there were nine gallons of gas and two quarts of oil; on Sunday there were fifteen gallons of gas drawn for that car; on Saturday, May 10, there were only three gallons drawn for that car; on Saturday, May 17, there were seven gallons; on May 24, Saturday, there were five gallons; on May 31 there were nine gallons; on Saturday, May 24, five gallons of gas were drawn from the store house, and on Sunday, May 25, there were ten gallons drawn at the 113th precinct, which is out on the end of Brooklyn."

"That is, as to each of the cars for each month the peak of withdrawals of gasoline and oil is, generally speaking, on a Saturday or before a holiday?"

Mr. Wallstein read the Police Department rules, which prescribe that stolen property coming into the possession of the police must be forwarded to the city clerk. In all of the cases cited the records covered the use of cars for the periods ranging from two to five months.

One Firm Gets Tire Business.

It was disclosed that the practice of buying tires on contract was discontinued during 1918 and 1919 and the business was turned to the Oriental Rubber and Supply Company, in Bedford avenue, Brooklyn. In contradiction of the claim made often by the Hylan administration that it had cut down the number and cost of automobiles the fact was there has been an astonishing rise in this item. Mr. Wallstein said:

"Exhibit 236 shows, among other items, the purchase on March 23, 1919 of a Stutz car, P. D. No. 119, for \$2,855 and assigned to the Second Deputy Commissioner; P. D. No. 111, a Buick, \$1,998.12, for the Fourth Deputy Commissioner; P. D. No. 112, a Packard, \$4,248.40, assigned to the Mayor."

"The summary shows that the Police Department motor equipment purchases for the period 1918-1921, inclusive, were as follows: Forty passenger automobiles, at a cost of \$48,778.87; 275 motor-

cycles, at a cost of \$120,718.20; twenty-one patrol wagons, at a cost of \$21,927.88, and six motor trucks, at a cost of \$20,708, a total of \$211,435.85.

"And in that connection I read from the semi-annual report of the Police Commissioner to the Mayor, first half of 1918, headed 'Automobiles Discontinued.' Seventeen automobiles were discontinued with a decrease of 38 per cent. The upkeep of these machines cost \$6,576 in the first six months, a decrease of 38 per cent."

"And then under the heading, 'Bicycles and motorcycles discontinued.' On January 1, 1918, there were on hand 23 motorcycles and on June 30, 27, a decrease of 6 per cent. and in contrast with his statement in that report as to decrease in numbers of motorcycles and so on in his report as to the actual purchases by the department. Is that correct?"

"Yes, sir."

Numerous contracts for small printing jobs signed by representatives of firms were introduced in evidence, and one was disclosed by Samuel Rabino-

wski, president of the Brooklyn Printing Company. Samuel Weinstein, a stockholder in the same concern, denied having signed two other requisitions on record. The operation the committee sought to develop was to let small contracts without public letting and in numerous instances were so let by rigging bids. This was done by having one real bid put in and submitting others which were fictitious and higher. The charter provides that no contract for more than \$1,000 can be given without public letting, and it was charged this was gotten around by splitting work into \$800 sums.

Brown Reviews Week's Work.

In his summary of the committee's work for the week made just before adjournment was taken to next Tuesday forenoon ex-Senator Brown said:

"Among the leading points established this week is that the cost of policing the city is \$416,000, while the police budget for the entire city is only \$368,000. This cost of policing the city is charged to the city approximately four times the gross rentals received by the city from all the piers it owns."

"The evidence seems to me to carry a strong inference that this cost of policing the piers is in large part due to higher police administration. For instance, take the case of Vachtel. Vachtel had the police force for the Italian companies for some years and he found it impossible to maintain order unless he could have his watchmen make special patrollings. This was refused by the Police Department, and through Inspector Henry, Adam Cross, a former inspector of police, was paid to charge the piers and were immediately made special patrolmen."

"There is other evidence that the cost of policing the piers is they are now priced, is due to higher police administration. I call your attention to the resignation of Hughes from the Police Department and his almost immediate employment by 40 steamship companies, an almost unprecedented thing, where he, an intimate of the Commissioner of Police, could, in rapid succession, acquire such a position, resulting in a much more moderate and limited means being enabled to open three bank accounts, and deposit in the brief time that he has been engaged in that business hundreds of thousands of dollars."

"The suggestion carries here with great strength that intimacy with the head of the Police Administration carries with it the power to violate the piers, and these methods furnish the clue to the close business connection of the higher officials of the police department with Wall Street."

"Take, for instance, the gift of \$15,000 to Enright; take Inspector Dwyer's account. Take the gift of his secret acquisition of real estate, his posing as William Leale, who visited the property, and his maintenance there as his superintendent of his son under the name Miller. What was the motive for this? And shortly after this committee was in session the transfer of Dwyer's stock in the Park Realty Company to his son, and the departure of his son, the company, and the ability of the committee to see Kendall, the nominal or real agent, if you will have it, although I cannot but infer that there is something about it which the committee is not welcomed to know."

Police Reserves Linked Up.

"I wish also to point out to the committee that Warren Leale was a member of the reserve police force; that Candless is a member of the reserve police force, and the matter seems to have been managed either through the police force or through members of the Police Reserve."

"As to dealing in margin. We have the margin accounts that have been offered here from Dwyer, from Dominick Henry and others, and it is not a wholesome practice for members of the police force to be dealing on margin in stocks generally. So far as the evidence is now clear before the committee there is, according to our experience, no other class of citizens of like salary who are able to make any such investments."

"No man can watch the ticker and watch the criminal at the same time, it detracts from his efficiency in pursuing crime, in preventing crime, in protecting life and in protecting property. If a man is dealing with the ticker, and he has considerable at stake, he is more interested in the result of the market than he is as to whether or not the crime wave has risen higher in his district, and if the market goes down he is still more deeply interested than he is in any other matter."

"It is my duty in this connection also to call attention to the evidence as to wire tapping. As evidence stands, Sutter, the plainclothesman of Dwyer, for months, at a cost of thousands of dollars, was engaged in employing the police force to tap the wires of the private confidences of a citizen in a private litigation, one of the gravest offenses against personal rights that can be committed, and during all of this

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time he was visiting daily the agents who had employed him to do the thing under the name of Sullivan.

"A heavy burden rests upon this inspector for permitting his right hand man to do the thing under the name of Sullivan."

"It is difficult to lay down a rule and apply it to a particular case of a particular gift. It seems ungracious to refuse persons, neither take or give, for a gift that blind the eyes of the wise and pervert the words of the righteous, and if they are not wise and not righteous, but ordinary people and they are much more perverted than otherwise."

"I want to call the attention of the committee to the fact that the receipt for gifts and gratuities was widely prohibited by the rules of the Police Department itself. The receipt of gratuities by the head of the Police Department is an advertisement to the lowest bidder to the lowest bidder."

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